

Horses, Carriages, &c.

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**FORD SALE**—A silver brougham, in perfect condition and no rust.  
RICHARD DELAFIELD, office, Hudson St.

**FORD SALE**—A new one year old, 1900 model, with low wear for want of use.  
L. A. SMITH, 125 West 42nd St.

**FORD SALE**—Well known team driver, best car for sale, 1900 model, 1900 model, 1900 model, and a truck. T. G. SMITH, 125 West 42nd St.

**FORD SALE**—A good, reliable, speedy buy, low cost, side-bar wagon and horse.  
L. A. SMITH, 125 West 42nd St.

**F**OR SALE—Horse, mules, wagons, trucks & auto. See WALTER H. BROWN, Receiver of Brown & Howard & Co., 514 5th St., N.Y.

**F**OR SALE—Horse and bay colt, 10 hands tall, 2½ years old, suitable for lady. Apply at WARD Stable, 204 West 11th St.

**F**OR SALE—Phantom top wagon, surrey (art. & brougham), in perfect order; very cheap. Price, \$140. 117 West 64th St.

**F**OR SALE—Double road harness, in good condition. Proprietor Kirt Kiebocker, 236 West 42d St.

**F**OR SALE—Brand-new shafts, suitable for double harness.

**HORSE SALE**—Very fine Kentucky driving horse, years, price \$300. Box 261, Fairfield, N. J.

**HORSE SALE**—Village cat and whip, in good order. 87 Park Avenue, Stables, 101 East 75th St.

**HORSE SALE**—Chestnut, 4-year-old, good horse, will suit any business. Call at 283 Livingston St.

**HORSES FOR SALE**—A gentleman going to Europe wishes to trade a stylish pair of pure Irish ladies. Inquire private stable, no advertising place.

**LADY + SADDLE PONY**, sound and strong, the family horse, learn horses, \$200, boarding, 110 West 29th St.

**SIDE BAR TOP HUGGY**—In first-class order, a beautiful  
Lafayette for sale cheap. Apply at 134 West 50th st.

**VERY CHEAP**—Fine young mare, on account of leaving  
for Europe. C. FRANK, 300 West 41st st.

**\$5.—1 FXT HARNESS**—21 Beaver st., basement, al-  
ter \$5 on clock P. M.

which span the river below Carrollton, and are  
twenty feet or more above low-water mark, and  
which are to be used for the purpose of  
putting the roads above washed out, and no

Trains will run into Bradford for a day or two. No trains whatever have passed over the western division of the Erie to-day, and as the track for several miles is buried under tons of earth, it is not likely that trains will run for several days.

**BRIDGES, ETC., June 2.**—The loss in the Cum-  
berland valley is estimated at over \$200,000. There are in all fifteen bridges swept away. Along the line of the Harrisburg and Potomac Railroad several miles of road bed have been washed away and no trains for several days will be running. At Williams' Grove, on the

trangers' picnic grounds, eight buildings have been swept away by the flood, and the entire grove under water. Along the river, the heaviest loads of railroad cars, damaged by the flood, are being washed out of the rail yards. Buildings, bridges, trees, fences, all are swept away, and stock of all descriptions has been drowned. The loss to the Mumf brothers, the large paper manufacturers, will cost up \$250,000 by the bursting of the Lure dam, the heaviest bed of water in the South Mountain.

and the threatening condition of the railroad bridge at Harrisburg, cuts all railroad communication off through the valley. At Bollinger Springs the water flooded away the large railroad bridge belonging to the furnace. At the junction of the river with the Arkansas River, the bridge between Bullhead and Mechanicsville, a railroad, over 500 feet of track was washed away, along with a number of bridges and culverts. Louisa's distillery and a number of buildings at Bowman's dam are almost entirely submerged. Some forty hogs were drowned at Mechanicsburg the creek is impassable

**A PART OF PETERSBURG INUNDATED.**

and stores on the two first named streets is from 8 to 12 feet deep. This morning a boat in which were four men, was capsized on Lincoln street, and two of them, John Whitehead and Daniel Bragg, were drowned, and the bodies have not yet been recovered. The other two were only saved by clinging to a log, and the fact that they were not recovered is rather remarkable as might a portion of John A. Stewart's sink factory was washed away. This morning the large warehouse of Kidd & Beath on Olive street, in which was stored a large quantity of hay and lime was destroyed by fire. Wal-

got into the building and, coming in contact with the lime, caused the fire. The warehouse was entirely consumed, with its contents of lime and cement. The fire spread rapidly, and in a few minutes it was burning just above the city and the water was rushing down Fleet and Old streets, flooding many houses, stores, and buildings, including Old Street Presbyterian Church.

The breakage of the reservoir dam is a serious loss to the city. Not only is the water broken, but the machinery of the water works is pretty badly injured. The superintendent of the works has telegraphed a notice to the residents to evacuate their homes, not to use a fire

It is impossible to estimate the damage to the city, but it is safe to say that it cannot be less than \$200,000. The Atlantic Coast Line has suffered heavily by the passing away of its big business, and it is said that it will be several days before there will be any travel North or South. There were no trains run over the Richmond and Petersburg Railroad to-day. As far as a journey no material damage had been done to the road by the freshet, but it would be use-

to bring passengers to this city as they could not be gotten across the river. The damage to the highway is about \$100,000. The crops in the adjacent counties will reach over \$1,000,000 in loss. The damage to the peanut crop along the river in Prince George county is estimated at over \$100,000. In this whole county there is not left standing half a dozen bridges.

CHARLOTTESVILLE, Va., June 2.—The streams have overflowed, and the railroads leading into the city are greatly damaged. The bridges are gone. Many trains for the Northern and Southern Railway are stopped. The first train since Thursday came through

**A CANAL ALMOST DESTROYED.**

BALTIMORE, June 2.—Maryland suffered so severely from the storm's ravages, that the property in the Chesapeake and Ohio Canal have been lost. Above the line of the Potomac the damage was the greatest, and the Chesapeake and Ohio Canal is probably damaged beyond repair. In western Maryland the Monocacy River overflowed its banks and destroyed a vast amount of property. In Frederick the people did not go to bed all night.

WASHINGTON, June 2.—Senator Gorman, who for many years at the head of the Chesapeake and Ohio Canal Company, said to-night that the flood will undoubtedly cause the abandonment of the canal. He says he does not think that the directors of the company are likely to make a plan in which the Mari and Constitution is damaged can raise one hundredth part of the money that would be required to restore the work.

The present indications, he says, are that the damage will be much greater than in 1877. The company from Cumberland, Md., to Washington and brought a great deal of coal to the city and was a serious competitor of the railroad company.

caused a scene of desolation, the thousands of railroad employees will lose heavily. The white pine bridges, which are being carried away, and the cotton mills in the neighborhood of Elbert City and Laurel will be inundated, warring the machinery and completely destroying the cities. No part of Washington City escaped. All the streams became raging torrents, and property there was either inundated or entirely swept away. No estimate can now be made of the damage, but it will reach into the thousands. The railroads entering Haver-

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